

RAILROADS AND RAILROAD MEN.

Interstate Commerce Decision.

The Interstate Commerce Commission yesterday, in an opinion by Commissioner Fifer, announced its decision in the matter of rates and practices of the Mobile and Ohio Railroad Company in the transportation of grain to Vicksburg, Miss., shipped from or through St. Louis, Ill. The decision is that a published tariff regulation, permitting grain to be shipped through from point of origin to final destination, with a stopover privilege in East St. Louis for cleaning, sacking, and other legitimate purposes, the shipment covering a proportional balance of a through rate from St. Louis, is not shown to be objectionable in the case, but that part of defendant's tariff regulation which provides that grain may be shipped to East St. Louis on a local rate and forwarded as a new shipment from that point on a 12-cent proportional rate to Vicksburg, Miss., and common points, disregards the higher 15-cent rate from East St. Louis to those destinations, and is not in accord with the doctrine announced by the Commission relative to alleged unlawful rates and practices in the transportation of grain products by the Atchafalaya, Topeka, and Santa Fe Railway Company et al.

St. Louis Terminal Bonds.

Announcement is made by J. P. Morgan & Co. and Redmond, Kerr & Co., of New York, that a large proportion of the \$18,000,000 general mortgage refunding 4 per cent sinking fund bonds of the Terminal Railroad Association of St. Louis having been sold, the firms offer, subject to sale, the remaining unsold bonds at 101 and accrued interest. The interest and sinking fund payments are guaranteed proportionately by fourteen proprietary companies, as follows: St. Louis, Vandalia and Terre Haute, Cleveland, Cincinnati, Chicago and St. Louis, Missouri Pacific, St. Louis Iron Mountain and Southern, Wabash, Baltimore and Ohio Southwestern, Louisville and Nashville, St. Louis and San Francisco, Chicago, Rock Island and Pacific, Southern Railway, Illinois Central, Chicago and Alton, Chicago, Burlington and Quincy, and Missouri, Kansas and Texas.

Election of Officers.

The new board of directors of the St. Louis and San Francisco Railroad Company, elected at the annual meeting of stockholders last week, met in New York yesterday and organized by electing officers as follows: President, B. F. Yoakum; vice president and general manager, R. L. Winchell; vice president and general auditor, A. Douglas; vice president and assistant general manager, C. H. Beggs; secretary and treasurer, F. H. Hamilton; executive committee, James A. Blair, James Campbell, Edward C. Henderson, H. Clay Pierce, H. H. Porter, Nathaniel Thayer, and B. F. Yoakum. The only change in the executive committee was the substitution of H. H. Porter and Frederick Strauss, of J. and W. Seligman & Co., as a member. The board created the offices of assistant treasurer and assistant secretary, with

headquarters in St. Louis, and elected F. W. Young and T. D. Reed, respectively, to fill those places. C. W. Hillard was elected assistant secretary and assistant treasurer at New York to succeed J. S. Ford, who will soon go to Chicago as secretary and auditor of the Chicago and Eastern Illinois Railroad Company. Messrs. Guthrie, Cravath & Henderson were appointed general counsel, and L. F. Parker was selected as general solicitor. The board transacted no other business than the election of officers. It is reported that the interest in the Kirby Lumber Company, recently announced as having been acquired by the St. Louis and San Francisco, consists of the undivided treasury stock of the Kirby company, amounting to \$2,600,000, which, it is said, has been bought by R. F. Yoakum, James Campbell, and H. Clay Pierce, for account of the "Frisco," of which company they are among the heaviest shareholders.

Transportation Congestion.

The railroad situation is anything but a pleasant one so far as the hauling of freight goes. Just now, according to a local official, some parts of the country must go hungry because of lack of transportation facilities.

There is a scarcity of flour in New York and at other seaboard cities, with the likelihood that there will be some such like a famine in that article before the situation can be relieved by shipments from the Northwest. There is plenty of flour in Minneapolis, but the railroads haven't the cars and locomotives to get it East as fast as it is wanted. The coal situation has helped to tie up traffic in other commodities. "We need more tracks, more cars and more engines," is the summing up of the railroad man referred to above.

Directors to Organize.

The newly elected board of directors of the Philadelphia and Erie Railroad will meet on Friday next for organization, and from present indications President N. Parker Shortridge and J. S. Vanzant, the secretary and treasurer, will be re-elected. Much interest attaches to what action, if any, the board will take upon the resolution of David S. Thompson, elected to the stockholders' meeting on Monday, requesting the directors to consider a proposition to declare a stock dividend of 12 1/2 per cent in common stock and at the same time offer to stockholders the privilege of subscribing to an additional 12 1/2 per cent of common stock at par in partial repayment of money taken from net earnings of the last four years and expended in the development of the property.

While the officials of the company decline to discuss the probable action of the incoming board concerning the issue of more capital, it is not improbable that some such action will be taken. According to the annual report submitted to the stockholders the double-tracking of the thirty miles from Keating to Emporium, which is now in progress, together with the cost of completing the second track between Keating

and McElhattan, and other necessary improvements, has involved an expenditure aggregating \$1,076,900. The fact that no steps were taken at the annual meeting authorizing the setting aside out of the current year's income of funds for completing the second track between Keating and Emporium, and other extraordinary expenditures likely to be incurred during the current year, is taken as indicating clearly the intention of the management to provide the additional money necessary through stock subscription. It remains, however, to be seen whether the management will be generous enough to declare the 12 1/2 per cent stock dividend asked for in the Thompson resolution.

Should the management determine to issue new stock up to the present authorized limit of \$10,000,000, powers in that direction would be exhausted under its present charter rights, and to provide for additional capital beyond that amount would necessitate an acceptance by the company of the new constitution of Pennsylvania.

Nepotism Prohibited.

A rumor has gained much circulation in railroad circles here that the Goulds have issued private orders to all the railroads in which they are interested, forbidding officials from employing relatives. The order, it is asserted, will not go into effect until after the first of next year. The order affects the Wabash, Missouri Pacific, and Iron Mountain lines, all of which have thousands of employees.

A similar order has been effective on the Baltimore and Ohio for some years, and has proven a good regulation. When F. D. Underwood was in charge of the Baltimore and Ohio he caused the dismissal of several officials holding subordinate positions for keeping relatives on the payroll.

Personal Mention.

D. D. Courtney, traveling passenger agent for the Baltimore and Ohio, with headquarters in Boston, Mass., arrived here last night, personally escorting a party of one hundred New England tourists. They are registered at the Metropolitan Hotel, and will remain in Washington until Thursday morning, when they will return to Philadelphia for a few days' visit. On this trip Mr. Courtney assumes all responsibilities for baggage, conveyance, and hotel arrangements, as well as that of a guide to show them points of interest.

James F. Post, treasurer of the Atlantic Coast Line, with headquarters at Wilmington, N. C., was in the city yesterday consulting with local representatives of that popular line.

The Pennsylvania lines have contracted for the transportation of the "Audrey" company from Washington to Philadelphia, and an extended tour through Pennsylvania. The company leaves Washington this morning.

W. S. Bronson, assistant general passenger agent of the Chesapeake and Ohio Railway, will leave the city today for New York, where he will remain for several days.

NEW BROOKLYN RAPID TRANSIT ACCOUNTS

President Winter Inaugurating a New System.

NEW YORK, Feb. 14.—It was stated in Wall Street today that an announcement will soon be made that President Winter of the Brooklyn Rapid Transit Company will soon inaugurate a new system of accounting for the company. Mr. Winter is identifying himself more closely with the interests in control of the company, and, it is said, the policy of the Brooklyn transit service will hereafter be dictated more than ever before from 45 Broadway, where Mr. Winter will have an office.

Mr. Greatsinger was always to be found at the Brooklyn offices of the company, in Montague Street. It is said that President Winter will spend a good portion of his time at the new Manhattan office of the company, at 45 Broadway.

Earnings, under the new system of accounts, are expected to show the advantage of recent official changes. It was also pointed out today in Wall Street that President Winter's administration had already brought about practical results.

BALTIMORE PRICE CURRENT.

BALTIMORE, Feb. 14.—The following quotations were current at 12 o'clock. These quotations refer to wholesale quotations only; jobbing prices are 1 to 2 per cent higher.

Flour.—The market was quiet. We quote: Winter Extra, \$2.35@3.15; Winter Clear, \$2.40@3.50; Winter Straight, \$2.50@3.70; Winter Patent, \$3.10@4.00; Spring Clear, \$3.50@4.50; Spring Patent, \$4.10@4.35; City Mills Best Patent, \$4.80; City Mills High-Grade Patent, \$4.70; City Mills High-Grade Straight, \$4.50; City Mills Choice Family, \$4.05; City Mills Super, \$3.80@4.10; Rio Extra, \$3.85@4.10; Rye Flour, medium to choice, \$3.00@3.25.

Butter.—Market was steady. Quotations: Creamery separator, extra, 27¢; extra first, 26¢; do, imitation, 25¢; extra, 24¢; Iowa and N. W., ladle, extra, 14¢; do, extra first, 13¢; Elgin creamery prints, 1/2-lb, 25¢; do, 1-lb, 26¢; do, 2-lb, 28¢; Maryland and Pennsylvania extra prints, 1/2-lb, 27¢; do, 1-lb, 27¢; do, 2-lb, 28¢; West Virginia, 13¢; do, Ohio, 13¢; do, West Virginia, store-packed, 14¢; do, 1-lb, 14¢; do, 2-lb, 15¢; do, 3-lb, 16¢; do, 4-lb, 17¢; do, 5-lb, 18¢; do, 6-lb, 19¢; do, 7-lb, 20¢; do, 8-lb, 21¢; do, 9-lb, 22¢; do, 10-lb, 23¢; do, 11-lb, 24¢; do, 12-lb, 25¢; do, 13-lb, 26¢; do, 14-lb, 27¢; do, 15-lb, 28¢; do, 16-lb, 29¢; do, 17-lb, 30¢; do, 18-lb, 31¢; do, 19-lb, 32¢; do, 20-lb, 33¢; do, 21-lb, 34¢; do, 22-lb, 35¢; do, 23-lb, 36¢; do, 24-lb, 37¢; do, 25-lb, 38¢; do, 26-lb, 39¢; do, 27-lb, 40¢; do, 28-lb, 41¢; do, 29-lb, 42¢; do, 30-lb, 43¢; do, 31-lb, 44¢; do, 32-lb, 45¢; do, 33-lb, 46¢; do, 34-lb, 47¢; do, 35-lb, 48¢; do, 36-lb, 49¢; do, 37-lb, 50¢; do, 38-lb, 51¢; do, 39-lb, 52¢; do, 40-lb, 53¢; do, 41-lb, 54¢; do, 42-lb, 55¢; do, 43-lb, 56¢; do, 44-lb, 57¢; do, 45-lb, 58¢; do, 46-lb, 59¢; do, 47-lb, 60¢; do, 48-lb, 61¢; do, 49-lb, 62¢; do, 50-lb, 63¢; do, 51-lb, 64¢; do, 52-lb, 65¢; do, 53-lb, 66¢; do, 54-lb, 67¢; do, 55-lb, 68¢; do, 56-lb, 69¢; do, 57-lb, 70¢; do, 58-lb, 71¢; do, 59-lb, 72¢; do, 60-lb, 73¢; do, 61-lb, 74¢; do, 62-lb, 75¢; do, 63-lb, 76¢; do, 64-lb, 77¢; do, 65-lb, 78¢; do, 66-lb, 79¢; do, 67-lb, 80¢; do, 68-lb, 81¢; do, 69-lb, 82¢; do, 70-lb, 83¢; do, 71-lb, 84¢; do, 72-lb, 85¢; do, 73-lb, 86¢; do, 74-lb, 87¢; do, 75-lb, 88¢; do, 76-lb, 89¢; do, 77-lb, 90¢; do, 78-lb, 91¢; do, 79-lb, 92¢; do, 80-lb, 93¢; do, 81-lb, 94¢; do, 82-lb, 95¢; do, 83-lb, 96¢; do, 84-lb, 97¢; do, 85-lb, 98¢; do, 86-lb, 99¢; do, 87-lb, 100¢; do, 88-lb, 101¢; do, 89-lb, 102¢; do, 90-lb, 103¢; do, 91-lb, 104¢; do, 92-lb, 105¢; do, 93-lb, 106¢; do, 94-lb, 107¢; do, 95-lb, 108¢; do, 96-lb, 109¢; do, 97-lb, 110¢; do, 98-lb, 111¢; do, 99-lb, 112¢; do, 100-lb, 113¢; do, 101-lb, 114¢; do, 102-lb, 115¢; do, 103-lb, 116¢; do, 104-lb, 117¢; do, 105-lb, 118¢; do, 106-lb, 119¢; do, 107-lb, 120¢; do, 108-lb, 121¢; do, 109-lb, 122¢; do, 110-lb, 123¢; do, 111-lb, 124¢; do, 112-lb, 125¢; do, 113-lb, 126¢; do, 114-lb, 127¢; do, 115-lb, 128¢; do, 116-lb, 129¢; do, 117-lb, 130¢; do, 118-lb, 131¢; do, 119-lb, 132¢; do, 120-lb, 133¢; do, 121-lb, 134¢; do, 122-lb, 135¢; do, 123-lb, 136¢; do, 124-lb, 137¢; do, 125-lb, 138¢; do, 126-lb, 139¢; do, 127-lb, 140¢; do, 128-lb, 141¢; do, 129-lb, 142¢; do, 130-lb, 143¢; do, 131-lb, 144¢; do, 132-lb, 145¢; do, 133-lb, 146¢; do, 134-lb, 147¢; do, 135-lb, 148¢; do, 136-lb, 149¢; do, 137-lb, 150¢; do, 138-lb, 151¢; do, 139-lb, 152¢; do, 140-lb, 153¢; do, 141-lb, 154¢; do, 142-lb, 155¢; do, 143-lb, 156¢; do, 144-lb, 157¢; do, 145-lb, 158¢; do, 146-lb, 159¢; do, 147-lb, 160¢; do, 148-lb, 161¢; do, 149-lb, 162¢; do, 150-lb, 163¢; do, 151-lb, 164¢; do, 152-lb, 165¢; do, 153-lb, 166¢; do, 154-lb, 167¢; do, 155-lb, 168¢; do, 156-lb, 169¢; do, 157-lb, 170¢; do, 158-lb, 171¢; do, 159-lb, 172¢; do, 160-lb, 173¢; do, 161-lb, 174¢; do, 162-lb, 175¢; do, 163-lb, 176¢; do, 164-lb, 177¢; do, 165-lb, 178¢; do, 166-lb, 179¢; do, 167-lb, 180¢; do, 168-lb, 181¢; do, 169-lb, 182¢; do, 170-lb, 183¢; do, 171-lb, 184¢; do, 172-lb, 185¢; do, 173-lb, 186¢; do, 174-lb, 187¢; do, 175-lb, 188¢; do, 176-lb, 189¢; do, 177-lb, 190¢; do, 178-lb, 191¢; do, 179-lb, 192¢; do, 180-lb, 193¢; do, 181-lb, 194¢; do, 182-lb, 195¢; do, 183-lb, 196¢; do, 184-lb, 197¢; do, 185-lb, 198¢; do, 186-lb, 199¢; do, 187-lb, 200¢; do, 188-lb, 201¢; do, 189-lb, 202¢; do, 190-lb, 203¢; do, 191-lb, 204¢; do, 192-lb, 205¢; do, 193-lb, 206¢; do, 194-lb, 207¢; do, 195-lb, 208¢; do, 196-lb, 209¢; do, 197-lb, 210¢; do, 198-lb, 211¢; do, 199-lb, 212¢; do, 200-lb, 213¢; do, 201-lb, 214¢; do, 202-lb, 215¢; do, 203-lb, 216¢; do, 204-lb, 217¢; do, 205-lb, 218¢; do, 206-lb, 219¢; do, 207-lb, 220¢; do, 208-lb, 221¢; do, 209-lb, 222¢; do, 210-lb, 223¢; do, 211-lb, 224¢; do, 212-lb, 225¢; do, 213-lb, 226¢; do, 214-lb, 227¢; do, 215-lb, 228¢; do, 216-lb, 229¢; do, 217-lb, 230¢; do, 218-lb, 231¢; do, 219-lb, 232¢; do, 220-lb, 233¢; do, 221-lb, 234¢; do, 222-lb, 235¢; do, 223-lb, 236¢; do, 224-lb, 237¢; do, 225-lb, 238¢; do, 226-lb, 239¢; do, 227-lb, 240¢; do, 228-lb, 241¢; do, 229-lb, 242¢; do, 230-lb, 243¢; do, 231-lb, 244¢; do, 232-lb, 245¢; do, 233-lb, 246¢; do, 234-lb, 247¢; do, 235-lb, 248¢; do, 236-lb, 249¢; do, 237-lb, 250¢; do, 238-lb, 251¢; do, 239-lb, 252¢; do, 240-lb, 253¢; do, 241-lb, 254¢; do, 242-lb, 255¢; do, 243-lb, 256¢; do, 244-lb, 257¢; do, 245-lb, 258¢; do, 246-lb, 259¢; do, 247-lb, 260¢; do, 248-lb, 261¢; do, 249-lb, 262¢; do, 250-lb, 263¢; do, 251-lb, 264¢; do, 252-lb, 265¢; do, 253-lb, 266¢; do, 254-lb, 267¢; do, 255-lb, 268¢; do, 256-lb, 269¢; do, 257-lb, 270¢; do, 258-lb, 271¢; do, 259-lb, 272¢; do, 260-lb, 273¢; do, 261-lb, 274¢; do, 262-lb, 275¢; do, 263-lb, 276¢; do, 264-lb, 277¢; do, 265-lb, 278¢; do, 266-lb, 279¢; do, 267-lb, 280¢; do, 268-lb, 281¢; do, 269-lb, 282¢; do, 270-lb, 283¢; do, 271-lb, 284¢; do, 272-lb, 285¢; do, 273-lb, 286¢; do, 274-lb, 287¢; do, 275-lb, 288¢; do, 276-lb, 289¢; do, 277-lb, 290¢; do, 278-lb, 291¢; do, 279-lb, 292¢; do, 280-lb, 293¢; do, 281-lb, 294¢; do, 282-lb, 295¢; do, 283-lb, 296¢; do, 284-lb, 297¢; do, 285-lb, 298¢; do, 286-lb, 299¢; do, 287-lb, 300¢; do, 288-lb, 301¢; do, 289-lb, 302¢; do, 290-lb, 303¢; do, 291-lb, 304¢; do, 292-lb, 305¢; do, 293-lb, 306¢; do, 294-lb, 307¢; do, 295-lb, 308¢; do, 296-lb, 309¢; do, 297-lb, 310¢; do, 298-lb, 311¢; do, 299-lb, 312¢; do, 300-lb, 313¢; do, 301-lb, 314¢; do, 302-lb, 315¢; do, 303-lb, 316¢; do, 304-lb, 317¢; do, 305-lb, 318¢; do, 306-lb, 319¢; do, 307-lb, 320¢; do, 308-lb, 321¢; do, 309-lb, 322¢; do, 310-lb, 323¢; do, 311-lb, 324¢; do, 312-lb, 325¢; do, 313-lb, 326¢; do, 314-lb, 327¢; do, 315-lb, 328¢; do, 316-lb, 329¢; do, 317-lb, 330¢; do, 318-lb, 331¢; do, 319-lb, 332¢; do, 320-lb, 333¢; do, 321-lb, 334¢; do, 322-lb, 335¢; do, 323-lb, 336¢; do, 324-lb, 337¢; do, 325-lb, 338¢; do, 326-lb, 339¢; do, 327-lb, 340¢; do, 328-lb, 341¢; do, 329-lb, 342¢; do, 330-lb, 343¢; do, 331-lb, 344¢; do, 332-lb, 345¢; do, 333-lb, 346¢; do, 334-lb, 347¢; do, 335-lb, 348¢; do, 336-lb, 349¢; do, 337-lb, 350¢; do, 338-lb, 351¢; do, 339-lb, 352¢; do, 340-lb, 353¢; do, 341-lb, 354¢; do, 342-lb, 355¢; do, 343-lb, 356¢; do, 344-lb, 357¢; do, 345-lb, 358¢; do, 346-lb, 359¢; do, 347-lb, 360¢; do, 348-lb, 361¢; do, 349-lb, 362¢; do, 350-lb, 363¢; do, 351-lb, 364¢; do, 352-lb, 365¢; do, 353-lb, 366¢; do, 354-lb, 367¢; do, 355-lb, 368¢; do, 356-lb, 369¢; do, 357-lb, 370¢; do, 358-lb, 371¢; do, 359-lb, 372¢; do, 360-lb, 373¢; do, 361-lb, 374¢; do, 362-lb, 375¢; do, 363-lb, 376¢; do, 364-lb, 377¢; do, 365-lb, 378¢; do, 366-lb, 379¢; do, 367-lb, 380¢; do, 368-lb, 381¢; do, 369-lb, 382¢; do, 370-lb, 383¢; do, 371-lb, 384¢; do, 372-lb, 385¢; do, 373-lb, 386¢; do, 374-lb, 387¢; do, 375-lb, 388¢; do, 376-lb, 389¢; do, 377-lb, 390¢; do, 378-lb, 391¢; do, 379-lb, 392¢; do, 380-lb, 393¢; do, 381-lb, 394¢; do, 382-lb, 395¢; do, 383-lb, 396¢; do, 384-lb, 397¢; do, 385-lb, 398¢; do, 386-lb, 399¢; do, 387-lb, 400¢; do, 388-lb, 401¢; do, 389-lb, 402¢; do, 390-lb, 403¢; do, 391-lb, 404¢; do, 392-lb, 405¢; do, 393-lb, 406¢; do, 394-lb, 407¢; do, 395-lb, 408¢; do, 396-lb, 409¢; do, 397-lb, 410¢; do, 398-lb, 411¢; do, 399-lb, 412¢; do, 400-lb, 413¢; do, 401-lb, 414¢; do, 402-lb, 415¢; do, 403-lb, 416¢; do, 404-lb, 417¢; do, 405-lb, 418¢; do, 406-lb, 419¢; do, 407-lb, 420¢; do, 408-lb, 421¢; do, 409-lb, 422¢; do, 410-lb, 423¢; do, 411-lb, 424¢; do, 412-lb, 425¢; do, 413-lb, 426¢; do, 414-lb, 427¢; do, 415-lb, 428¢; do, 416-lb, 429¢; do, 417-lb, 430¢; do, 418-lb, 431¢; do, 419-lb, 432¢; do, 420-lb, 433¢; do, 421-lb, 434¢; do, 422-lb, 435¢; do, 423-lb, 436¢; do, 424-lb, 437¢; do, 425-lb, 438¢; do, 426-lb, 439¢; do, 427-lb, 440¢; do, 428-lb, 441¢; do, 429-lb, 442¢; do, 430-lb, 443¢; do, 431-lb, 444¢; do, 432-lb, 445¢; do, 433-lb, 446¢; do, 434-lb, 447¢; do, 435-lb, 448¢; do, 436-lb, 449¢; do, 437-lb, 450¢; do, 438-lb, 451¢; do, 439-lb, 452¢; do, 440-lb, 453¢; do, 441-lb, 454¢; do, 442-lb, 455¢; do, 443-lb, 456¢; do, 444-lb, 457¢; do, 445-lb, 458¢; do, 446-lb, 459¢; do, 447-lb, 460¢; do, 448-lb, 461¢; do, 449-lb, 462¢; do, 450-lb, 463¢; do, 451-lb, 464¢; do, 452-lb, 465¢; do, 453-lb, 466¢; do, 454-lb, 467¢; do, 455-lb, 468¢; do, 456-lb, 469¢; do, 457-lb, 470¢; do, 458-lb, 471¢; do, 459-lb, 472¢; do, 460-lb, 473¢; do, 461-lb, 474¢; do, 462-lb, 475¢; do, 463-lb, 476¢; do, 464-lb, 477¢; do, 465-lb, 478¢; do, 466-lb, 479¢; do, 467-lb, 480¢; do, 468-lb, 481¢; do, 469-lb, 482¢; do, 470-lb, 483¢; do, 471-lb, 484¢; do, 472-lb, 485¢; do, 473-lb, 486¢; do, 474-lb, 487¢; do, 475-lb, 488¢; do, 476-lb, 489¢; do, 477-lb, 490¢; do, 478-lb, 491¢; do, 479-lb, 492¢; do, 480-lb, 493¢; do, 481-lb, 494¢; do, 482-lb, 495¢; do, 483-lb, 496¢; do, 484-lb, 497¢; do, 485-lb, 498¢; do, 486-lb, 499¢; do, 487-lb, 500¢; do, 488-lb, 501¢; do, 489-lb, 502¢; do, 490-lb, 503¢; do, 491-lb, 504¢; do, 492-lb, 505¢; do, 493-lb, 506¢; do, 494-lb, 507¢; do, 495-lb, 508¢; do, 496-lb, 509¢; do, 497-lb, 510¢; do, 498-lb, 511¢; do, 499-lb, 512¢; do, 500-lb, 513¢; do, 501-lb, 514¢; do, 502-lb, 515¢; do, 503-lb, 516¢; do, 504-lb, 517¢; do, 505-lb, 518¢; do, 506-lb, 519¢; do, 507-lb, 520¢; do, 508-lb, 521¢; do, 509-lb, 522¢; do, 510-lb, 523¢; do, 511-lb, 524¢; do, 512-lb, 525¢; do, 513-lb, 526¢; do, 514-lb, 527¢; do, 515-lb, 528¢; do, 516-lb, 529¢; do, 517-lb, 530¢; do, 518-lb, 531¢; do, 519-lb, 532¢; do, 520-lb, 533¢; do, 521-lb, 534¢; do, 522-lb, 535¢; do, 523-lb, 536¢; do, 524-lb, 537¢; do, 525-lb, 538¢; do, 526-lb, 539¢; do, 527-lb, 540¢; do, 528-lb, 541¢; do, 529-lb, 542¢; do, 530-lb, 543¢; do, 531-lb, 544¢; do, 532-lb, 545¢; do, 533-lb, 546¢; do, 534-lb, 547¢; do, 535-lb, 548¢; do, 536-lb, 549¢; do, 537-lb, 550¢; do, 538-lb, 551¢; do, 539-lb, 552¢; do, 540-lb, 553¢; do, 541-lb, 554¢; do, 542-lb, 555¢; do, 543-lb, 556¢; do, 544-lb, 557¢; do, 545-lb, 558¢; do, 546-lb, 559¢; do, 547-lb, 560¢; do, 548-lb, 561¢; do, 549-lb, 562¢; do, 550-lb, 563¢; do, 551-lb, 564¢; do, 552-lb, 565¢; do, 553-lb, 566¢; do, 554-lb, 567¢; do, 555-lb, 568¢; do, 556-lb, 569¢; do, 557-lb, 570¢; do, 558-lb, 571¢; do, 559-lb, 572¢; do, 560-lb, 573¢; do, 561-lb, 574¢; do, 562-lb, 575¢; do, 563-lb, 576¢; do, 564-lb, 577¢; do, 565-lb, 578¢; do, 566-lb, 579¢; do, 567-lb, 580¢; do, 568-lb, 581¢; do, 569-lb, 582¢; do, 570-lb, 583¢; do, 571-lb, 584¢; do, 572-lb, 585¢; do, 573-lb, 586¢; do, 574-lb, 587¢; do, 575-lb, 588¢; do, 576-lb, 589¢; do, 577-lb, 590¢; do, 578-lb, 591¢; do, 579-lb, 592¢; do, 580-lb, 593¢; do, 581-lb, 594¢; do, 582-lb, 595¢; do, 583-lb, 596¢; do, 584-lb, 597¢; do, 585-lb, 598¢; do, 586-lb, 599¢; do, 587-lb, 600¢; do, 588-lb, 601¢; do, 589-lb, 602¢; do, 590-lb, 603¢; do, 591-lb, 604¢; do, 592-lb, 605¢; do, 593-lb, 606¢; do, 594-lb, 607¢; do, 595-lb, 608¢; do, 596-lb, 609¢;